On internal improvements, delivered in the House of Commons January 22nd, pending the discussion upon the Eastern extension of the N. C. Railroad.

MR. SPEARER: Were I to let this subject pass without a full exposition of the position which I occupy, I feel that I would not only be doing injustice to myself and constituents, but to the Democratic party. If I mistake not the Eastern and Western extensions were incorporated in, and become parts both of the Whig and Democratic platforms. 1 therefore come have pledged to support them. shall vote for the Eastern extension, because it terminates at one of the best harbors on the Atlantic coast, and the very best south of Norfolk. I shall vote for it, because it systains such a relation to schemes of improvement already in progress of completion as to render it absolutely indispensable to the altimate success of North Carolina enterprise,

But, sir, its extension from Goldsborough is by no means a highly favored project with me, and were I to vote for it in its present condition, clogged as it is with so many objectionable features, I feel confident that I would abuse the trust reposed in me by those whom I represent.

It is very clear to my mind that all roads should be so located and directed as to advance either the commercial, agricultural or mechanical prosperity of the State-that there should be such a mutual dependence, one upon the other, in this general system of improvement as to harmonize and b'e id the various lucrative pursuits of the State. In reference to these matters, on the contrary, we have been extremely unfortunate. The so-called Central or North Carolina Road is one of no inconsiderable importance in itself; but never can increase the commercial prosperity of the State. Its connection with the Columbia Road will be the means of a constant and steady drain of produce from North to South Carolina; while its eastern terminus will most generally be a feeder to some one of the Virginia markets. The Raleigh and Gaston Road depletes our State of its most valuable naval stores-bearing off the richest of our productions to foreign markets, while the northern end of the Wilmington and Weldon Road subserves the very same purposes. So our whole system of improvement, as it has been located, is detrimental to our commercial prosperity and may eventually subject us to great inconvenience in the projection of future enterprises. Out of all the Roads which have been built, not one has been constructed with a view to bringing produce to us, save the Wilmington and Manchester, which I am proud to say, is daily pouring into the lap of enterprising Wilmington much of the rich and abundant produce of South Carolina.

The design of former legislation seems to have been to carry off, not to bring produce to us. This would be very commendable and indeed a very proper view to take of the subject if we have despaired of the building up of North Carolina. But, sir, we still boast of our mineral and agricultural wealth, of our bold and gigantic rivers, of one of the best harbors South; in fact, of all the advantages of our sister States. And why; I ask, do we not seize the opportunity now and consummate the glory of our good old State? Other States of less importance have their ships plying to almost every port, their canvass whitening almost every sea, their commercial importance acknowledged both at home and abroad; and how it would thrill the very soul of a North Carolinian to see in some distant port a beautiful and buoyant vessel inscribed upon her hull, NORTH CAROLINA!

Now, sir, if it is the intention of this Legislature

to carry out all the projects asked for at the present session, I have no objection to this extension from Goldsborough; but if, on the other hand, it is the intention to carry out the Eastern and Western extensions only, as I have heard reiterated over and over in this Hall, then I shall support this eastern extension from no other point than Warsaw in the County of Duplin. And, sir, my reasons must very readily suggest themselves to every one who has given the subject the slightest consideration. In the first place it was doubtless the intention of the original projectors of the North Carolina Railroad to complete it between the termini before the State would enter largely into other schemes. This road being yet an untried experiment, it would be prudent, to say the least, to wait and see if the necessity of its prolongation from Goldsboro' would arise. If such an amount of produce is brought to this point as to create the necessity of extending it to Beaufort, it will force itselfin that direction-it will be utterly impossible to prevent it. But if such a quantity only accumulates at that point as can readily find its exit through Wilmington and other ports, as I verily believe will be the case, then there is no necessity for this extension, and by no idealism or conventionalism can you make it desirable either to the State or individuals. The country through which it is designed to pass is not sufficiently productive either of agriculture or naval stores to furnish a constant supply for its operations; and if it was, the Neuse River is in such close proximity to the proposed route, and water transportation being much the cheaper. I imagine the Road would share but little of the patronage of the country.

I would advocate its extension from Warsaw, in the next place, because it is there brought in connection with a line of road communicating with the richest and most inexhaustable treasure of the State. and running through a section of country literally starving for the want of works of internal improvement. There is a bill now pending before this House to construct a road from Fayetteville to Beaufort via Warsaw, a distance of one hundred and twenty miles, which absolutely proposes to build the road between those points for two hundred and fifty thousand dollars less than is asked to build the road from Goldsborough to Beaufort, a distance of ninety five miles. There is a hill in the other end of this capitol proposing a road from Fayetteville to Greensborough via the coal fields, which, connected with the Fayetteville and Beaufort, makes in all a distance of two hundred miles, for the building of which we ask only five hundred thousand dollars more than is asked from Goldsborough to Beaufort. By extending the road, therefore, from Warsaw, you accommodate more interests, run through a richer and greater extent of country, and construct it for a third less than is asked for the other route.

But, sir, besides all this, by the construction of this line of road, you invite that rich and very desirable trade which is now locked within the mountains of the west to three markets instead of one-Fayetteville, Wilmington and Beaufort. You deposit coal in three places instead of one, and satisfy a section of country and class of people whose wants are paramount to those of any other portion of the State. You furnish rellef to those towns which are and ever have been destined to be your commercial depots, whose past histories point to their present greatness and show with what fortitude they have withstood the encroachments of time and the throes of pecuniary deprivations. Fayetteville, I presume, wholesales more than every other town in North Carolina. Besides, sir, it is the most extensive manufacturing town in the State. We have a Lowell in North Ca. rolins, shut up as it were in Cimmerian darkness, of whose operations we are ignorant for want of means to communicate with each other. Fayetteville, as paradoxical as it may seem, is daily spinning and weaving for Northern markets; and all we ask for now is to give us an outlet to the west so we may be able to spin and weave for North Carolina. We ask our worthy and enterprising friends of the west to shake hands with us, to sacrifice upon the altar of concord our bickerings and heart-burnings and make one grand rally for the internal condition of the State. We have in Fayetteville and vicinity seven cotton factories, a paper factory, an iron foundry, and the largest carriage manufacturing estab-lishment in the South, in all of which is invested an amount of capital little short of \$500,000. The cotton factories alone consume about five thousand cotten factories alone consume about five thousand bales annually at a cost of \$150,000. We ship about 6000 bales of cotton and about 6000 bales of cotton fabrics, at a cost of about \$600,000 per annum. We have in the county of Cumberland 104 saw mills, which will yield an average of 750 feet per day, making an annual yield of twenty-four million three hundred and thirty-six thousand feet, which at ordinary rates is worth \$248,360. Besides, we have 63 turpentine distilleries, which bring in the county about \$650,000 per annum and results and the county about \$650,000 per annum and results and the county about \$650,000 per annum and results and the county about \$650,000 per annum and results and the county about \$650,000 per annum and results and the county about \$650,000 per annum and results and the county about \$650,000 per annum and results and the county about \$650,000 per annum and results and the county about \$650,000 per annum and results and the county about \$650,000 per annum and per annum annu about \$650,000 per annum, and nearly an equal amount is afforded by extensive operations in ton timber, staves and other naval stores. The freights Cape Fear river were in 1822, \$26,360, in 1850, \$100,650,84. With this immensity of capital invested, our banking facilities, instead of being one million and dity throughed dollars, which they want

twenty-five years ago, are now only eight hundred and thirty thousand. And were it not for the occasional aid, which our sister town Wilmington affords us, our operations would measurably cease for want of banking accommodations. This matter of statistics which I have here set forth, is made without reference to the valuation of our land, town property, slave population, agricultural products, bank stocks, or mercantile capital necessary to carry on the trade

New York: Profits to N. Y. Merchant 25 per cent. 25,60 Wharfage,

and save the 25 per cent. Now, to illustrate this,

take your merchant who buys \$100 of goods from

This, Mr. Speaker, is the section of country which implores you to consider her claims and relieve her necessities. Turn to your record, sir, and you will find that the representatives of this people have never refused to sustain extravagant schemes of internal improvement for other parts of the State; but on the other hand have advocated them with a zeal and manliness which I hope may ever characterise them. They have, in fact, so circumscribed themselves, and that too by their own liberality, that if it were not for individual enterprise in constructing plank roads the town of Fayetteville would almost be inaccasible. The city of Raleigh, Hillsboro', Greensborough, Lexington, Salisbury, and Charlotte, towns which can never become great commercial marts, have received their millions from the public treasury; but Fayetteville, with all its advantages as an interior market, has never been able to obtain but \$120,000, which is invested in her plank r ad extending to Salem, the best paying stock in the State, all of the benefits of which will soon be lost forever by the intersection of the North Carolina Railroad. Where now, I would ask, shall we look for relief? If we look for the rich trade of the Northwestern Counties, which formerly flooded our streets, we find that it is diverted to some some Virginia market. If we look to the eastern counties-Sampson, Duplin and Wayne-that too is gone to Wilmington or some other market. And soon, yes, too soon, I am sorry to say, that valuable trade, which we now get from Robeson, Richmond and Bladen—that, and that along I may say, which infuses life and supports vitality in our quasis ckly existence-will be intercepted and carried from us by the Wilmington and Charlotte Railroad. This road, though eminently a State improvement, and one-calculated to benefit a class of Counties long denied the advantages of internal improvements, will nevertheless inflict an injury upon Fayetteville and its interests, which time cannot repair, unless you give us an outlet to the

The Cape Foar and Deep River Improvement is also a work of ho small importance, and in which the State is already deeply involved, and should doubtless give additional aid in order to complete it. But, Sir, that work has damaged the citizens of Cumberland more, I imagine, than it will be possible for it to repay. Persons, who have not formerly had the advantages of the river will not be able to realise it, but those who have been accustomed to floating their timber and other naval stores to Wilmington, can readily appreciate the idea I wish to convey. Ever since the commencement of that work so great have been the obstacles to transportation from its unfinished condition, that few have been able to avail themselves of their former privileges. Neither can this improvement be of any advantage to Fayetteville, inasmuch as the naval stores which it would afford must necessarily find their outlet at Wilmington-it would be inexpedient to stop them in transitu, in order to reship at Fayetteville. So, sir, when gent emen set this work down to our account and point to it as something they have done for our section of country, I wish to rebuke them-to tell them that they have done this for Wilmington, for Moore and Chatham Counties, for North Carolina. Even the trade which we used to get from the upper part of our own county will, by means of this improvement, pass triumphantly by us, bound for the port

Sir, this is the relation which we sustain to works of internal improvement now surrounding us-this the relation we sustain to cities, towns and villages in this quarter of the State. And a county, the first in territory, the third in population, and paying one thirtieth portion of the tax of the whole State, thus to be neglected, thus to be cut off from the rest of the worlk, thus to be commercially damned, is a spectacle for you to contemplate, for me to realize. Refuse us our Railroad, and our town, the ancient emporium of trade, the Palmyra of North Carolina, will arrest the attention of the traveller as a spot once beautiful and prosperous, now a pile of ruin.

But reasons of a national character have induced

me to prefer this to any other line of road in the State. It is not only the most central through the State, but it communicates with roads, in case it is extended to Chatanooga, which is in direct connection with the Mississippi valley. Not only this, but so soon as the great Pacific road is built, which I believe has already passed one house of Congress, we will find ourselves in direct communication with the Pacific ocean. And as Beaufort and San Francisco are on the same parallel from ocean to ocean, Beaufort will not only be one of the termini of one of the greatest roads, but will become one of the greatest cities in the world. All this might seem visionary, and in fact I would be loath to believe it myself, were it not derived from the conclusions of some of our profoundest statesmen. It is a matter of history that the insurgents are now essaying to batter down the walls of China, and in the event they succeed a line of Steam packets will ply directly between China and San Francisco, bringing the luxuries and treasures of the great East and pour them into our laps. It will be giving, as Col. Benton says, the last and grandest channel to the eastern trade, which has invariably enriched, time immemorial, every nation through which it has passed. As this is the shortest and most direct line of travel from the Atlantic to the Pacific, all Europe and Asia, and the Indias will pass from world to world on this route, making the grandest thoroughfare ever known to the past or dreamed of for the future. Besides, sir, the area of our domain has been rapidly extended, now extending from ocean to ocean, and may yet embrace the whole continent. In case we were invaded by a foreign foe the advantages and necessity of this road would be felt in the transportation of troops, and the various munitions of war. Instead of its requiring months to arrive at the scene of action, efficient aid might be fur tished to our frontier and almost ready relief afforded in a very few days. But, Mr. Speaker, as North Carolina bids fair to

enter largely into internal improvements at this session of the Legislature, I think it behooves us to look well to our resources, and husband them for our future liabilities. We must necessarily tax the people nearly double, and in some cases more. How, therefore, shall we compensate them? How shall we better their condition as a mass, or enable them to meet the exigency? In the first place we must contrive the best possible means for transporting or shipping their produce. Beaufort, I believe, is the best harbor in North Carolina, and therefore presents greater inducements to the shipping interests than any other, as vessels of large tonnage can clear that port with little or no inconvenience. This statement which I hold in my hand, furnished by a gentleman remarkable for his accuracy in such matters, will show the many advantages which ships of large tonnage enjoy over those of small. He compares two vessels, one of 200 the other 1000 tens burthen, both embarking from and destined to the same port, on a six month's voyage. He supposes the smaller to carry 2000 barrels at 50 cents each-\$1,000, and

expenses as follows: Captain, \$ \$0 per month, Mate, do. 180 Helmsman, 20 120 Sailor's, two, 15 do. Making in all \$840

which deducted from the \$1,000 of freight leaves only \$160 for the entire trip. Take the larger vessel of 1000 tons, which he supposes to carry 10,000 bbls., at 50 cents each, would make \$5,000, which undergoes the same charges of the smaller with the exception of an additional sailor, making \$950, which deducted from \$5,000 leaves \$4,050, abox ing a decided advantage over the smaller. With such advantages and with such an habor as Beaufort, how can we fail to give our people the greatest facilities to get to the most desirable markets?

In the next place, sir, direct importation which has so materially benefitted other States, would be almost invaluable to ours. We have all facilities, as we have just shown, which other States have, and in fact greater than the majority, yet so torpid is our condition, we never seek to render them available.

North Carolins, is my opinion, would act judiciously in the investment of \$10,000,000 in a line of ateamers to Liverpool to earry on this direct trade.

And the deliverpool to earry on this direct trade.

Making in all \$37,50 on every hundred dollars worth of Merchandise we buy in New York. But say this is too much, that the figures are too large, yet at the most moderate calculation which I can make, it will amount to at least \$25 on the hundred for every hundred dollars worth we buy. Taking this for our data, let us see of what incalculable bencfit it would be to us, to import direct to some one of our own ports. According to our best advices, at any rate according to the best information I have been able to get on the subject, we import into North Carolina annually about \$50,000,000. Now if we save \$25 on every hundred or one fourth, we would therefore save one fourth of \$50,000,000, that is \$12,500,000. That is, if we were to ship this direct to North Carolina instead of shipping it to New York first, and then to North Carolina, we would save for North Carolina \$12,500,000, annually. Enough, Mr. Speaker, in one single year, to build every foot of Railroad, to refit and complete every project of improvement in the State. By this simple arithmetic, it can easily be seen how the North has grown rich at the expense of the South, how beautiful palaces have been erected on the banks of the Hudson, how opulent cities have sprung by magic, as it were, into existence. But on the other hand if we adopt this policy of direct importation, we can easily see, what a salutary effect it will have upon our Northern brethren. It will take from their pockets, \$25 on the hundred and place it in ours, or in other words, we do our own importing instead of paying them \$25 on the hundred to do it for us. Now, sir, it is not charitable, neither is it desirable to impoverish our neighbors; but charity should always begin at home, and it is both charitable and econ mical to buy where we can buy the cheapest. What, it may be asked, is the North to do if we withdraw from them our patronage? If we don't pay them the usual 25 per cent or more, they must starve. Well sir, I can tell them what to do; they must pour out from their abolition hives into our Western and Southwestern territories and earn their bread by the sweat of the brow, like honest southerners. Then will they see to what use slavery is applied; then and not till then will the hue and cry against slavery cease. So long as we feed them up, in their Northern repose like fatted calves, just so long will they be deaf to the overtures of the South; but when we

like the valley of the Mississippi, and the institution of slavery no longer be villified. But sir, in addition to the many advantages which wou d arise, from direct importation, in a commercial point of view, it cannot be denied but that it would benefit North Carolina materially in a manufacturing sense. It has always been a paradox among us, that we were unable to establish manufactories in the south which would compete with the North. We have productive lands, good streams, any quantity of raw material and in fact every advantage we could desire, yet we send our raw material to the North, have it manufactured, bring it back, all this expense incurred, and still the article is cheaper than we can manufacture it. Some have attributed this to a want of skill and experience in such business-others to the absence of a high protective tariff, but the true and only cause is the want of capital. How did the North build up her manufactories? By southern capital, of course. She imported direct from Europe and speculated on the South; that is sold to the South for a profit, and in this way amassed a sufficiency of capital upon which

bring them to a sense of their dependence, by di-

rect importation, our barren territories will flourish

to base her operations. Now sir, if we wish to build up our institutions and fill that sphere in the family of States, which our position and importance demand, we must so legislate both in our federal and state councils as to keep our capital at home. It is an old but true maxim and one peculiarly applicable to North Carolina to buy where we can buy the cheapest, and sell where we can get the most, this I say is the proper policy

for us to adopt. It may be said that it is better to send our capital to the North than to England. I answer no. It is far better to build up other countries than to tear in pieces our own. The North has grown haughty and arrogant because of her power, insomuch that she disrespects our interests. And the only safe method of perpetuating our Union and of binding together its different parts in harmony and concord. is to create as much of an equilibrium as possible. and the South has it in her power to effect this by direct importations. Sir, if we effect this proposed line of road, bind ocean to ocean, and world to world. embark in this scheme of direct importation, blot from our memories the technicalities of North and South, we have but to gaze upon the stupendous grandeur of a free people, united in sentiment untramelled by prejudice, as distinguished for our virtue and patriotsim as we are invincible in the protection of our institutions. The time, it is probable, is not far distant when our people will either be the happiest or most miserable people on earth. Our government has not yet been sufficiently tried And when angry clouds of fanaticism obscure and darken our political horizon, we are perplexed, we are dismayed, we almost doubt of our stability. Our old seers, as they stand upon the watch-towers of our political ramparts, and gaze upon the dim vista of the shadowy future, are overwhelmed with evil forebodings and unseen calamities. Our destinies seem at one time as a mote in the storm, at another as a rock in the calm. Heaven seems, at one time. to still the political atmosphere while she is gathering materials for our destruction, at another, to chasten with storms of fanaticism because she loves us. And in the event the whirl wind of disunion does sweep across our beloved country, which we pray God to stay, what historian can record or poet sign the awfulness of that wonderful catastrophe?

Thebes, my sons, is now no more, The mighty city sinks, she droops, she dies.

REMARKS OF MR. NORMENT,

Delivered in the House of Commons of N. C. On the question to incorporate the Bank of Wilmington and the amendment offered to it by the gentleman from Henderson (Mr. Baxter) Mr. Norment advocated the passage of the Bank, but felt himself bound to oppose the amendment. He took occasion to say that while some gentlemen had spoken against the propriety of rechartering the Bank of the State and the Bank of Cape Fear, he, Mr. Norment, was in favor of re-chartering those intitutions-that they had faithfully discharged their duties: that they were entirely sound and sale Banks: that the people would make nothing by pulling these Banks down, that every body had confidence in and putting up new ones in their place; and called on his friends on both sides of the House to stand by the old Banks, and the people would sustain them.

By reference to our Legislative proceedings, it will be seen that Mr. Fisher's bill, (a charter for the extension of the North Carolina Railroad west from this place) has become a law. All apprehensions for the safety of the bill will now cease; and hue nd cry of, "What will the Democratic Legislature lo for the State?" that was raised after the overvhelming triumph of Democratic principles over Whig chicanery last August, will now be solved. The fog has blown over, and now that the sky is ntirely clear, we will answer, that the "Democratic egislature" of which the whigs seems to have been ery fearful, has done more for the State, through ntunal improvements, in one short session, than the Whigs have done in the many years they have been

If the people but do their duty, the brightest ear f North Carolina has yet to come. In a few years or surface will be checkered over with iron bands ist will cannect the extremities of the State forever. 'he ball has been set in motion, and the next quesne ball he when will it stop. Never, we hope.

SPEECH OF ME GRAVES OF CASWELL, Delivered in the Senate of North Carolina in favor

menstrated beyond doubt by any person who will take the pains to calculate, that we are losing 25 per cent, on every dollar's worth of merchandize we consume by not importing directly; or, in other words, we pay to those who do import, 25 per cent for doing it, when we could just as easily do it ourselves, and seem the 25 per cent. Now to illustrate this of the Dan River and Yadkin Railroad. MR. SPEAKER: It is with marked and unfeigned diffidence that I take the floor, as the advocate of a project of so vital importance to my section of the State, and I humbly think to the State at large, after hearing the able and very ingenious speech of my friend from Martin, in opposition to what I think is the true policy of the State in regard to internal improvement.

Before entering upon the merits of the bill before the Senate, permit me to give my views as to the true policy of the State. I submit and maintain that the State should assist in all projects of internal improvement that have merits sufficient to justify their construction. Why? Because she is certainly the great la idlord or owner of all the lands of the State. and any project that is . certain to benefit and improve the value of those lands most assuredly will benefit her; and if she is to receive the benefit, can any good reason be given why she should not give her aid and assistance in their construction? Again, it may and has been argued that it is unfair and unjust to tax one portion of the State for the purpose of building and constructing projects in another portion. At the first view this argument seems to be a fair and incontrovertable one, but let us see how it will bear investigation. Suppose you tax my constituents to aid in building the "North Carolina Railroad " (as you have done) and after the completion of that road, yea, even before the lands and property along the line of said road increase in value a sufficient amount to return into the treasurv, upon the next assessment more than the amount drawn from the other portions, for the construction of said Road, have my people or the people of other portions of the State lost anything? I think not, but they have gained, not only in the way I have mentioned but in others; for I presume there is no one upon this floor that is prepared to contend that that project is not, and will not be a very great convenience to all and every portion of the State at some time or other.

Again, Mr. Speaker, are we to learn nothing from the example set us by our sister States? Are we to permit them to tap us on every side, until our very ife's blood is drawn and sucked from us; are we to be jeered and taunted again and again with the appellation of "old Rip"? Are we about to fall from the position we have taken, back into our ac-customed apathy, remmed in by our every day trifles, bound in the narrow circle in which we turn round and round, never advancing, knowing none but little views and little motives, without energy, because we measure our means instead of trying them? God

A few years since and the great thoroughfares to the far west were thronged with the very best of our population; but the tide has changed, and there are now more returning than are going out. Make the enquiry of them for the cause and they will respond that "I was driven from the borders of my beloved native State for the want of facilities for getting what could make to market; and when I heard of the mighty change that had come over her, that she had thrown off her accustomed apathy, and aroused herself to action, and had entered into a liberal system of internal improvements, I determined to return to that State that gave me birth, believing, yea, knowing her to be equal to any in the Union." With these facts before us I call upon my friend from Ashe to know if he is prepared to drive his sons from their mountain home!

And now, Mr. Speaker, permit me to submit to the Senate for consideration the merits of the bill under consideration. It is a bill for chartering a Company for the purpose of constructing a Railroad from some point either in the County of Person or Granville, running thence westwardly to or through the coal-fields of Rockingham and Stokes Counties. It asks the State to aid in constructing said Road. by becoming a partner in the corporate Company. It is proper to ask what are the reasons to justify the outlay of one million and a half dollars in constructing said Road? What are the probabilities of its being a paying Road? A distinguished Engineer has said: "It has al-

most passed into an axiom in Railroad economy, that any road, judiciously located in a fertile country, will sustain itself." I will take it for granted that it is admitted that the route for the proposed Road is one of the most productive and fertile portions of our State, and pass on to other reasons why said Road should be built, also why I think it will be a paying Road. It the first place it will develope the vast mineral resources of that section of the State known to exist to an unlimited extent in the articles of coal, lime, marble, copper and iron, and passing in the vicinity of one of best chalybeate springs in the world, also an alum spring. Pennsylvania has built the Reading Railroad, ninety-eight miles in length at a cost of seventeen and a half millions of dollars through a barren and mountainous country, solely for the purpose of getting access to the coal fields. That road paid last year one million, ninety thousand dollars clear of all expenses, and after paying the interest at six per cent, on the seventeen and a half millions of dollars. It has been contended by some that coal could not be transported over Railroads, but by a reference to the coal trade of the United States you will find that there is more coal transported on Railroads than in any other way. For the above reasons, and precedents, I think I am justified in saying that the Road if constructed will pay. But for argument sake let us admit that there s doubt about its being a paying road. I ask Senators, are they prepard to adopt a policy that would let the mineral wealth of the State remain locked up in the bowels of the montains, and be content never to progress but to remain as our forefathers left us? By reference to the Comptroler's report it will be seen that the county that I have the honor to represent upon this floor pays more taxes into the coffers of your Treasury than any county in the State except eight-more than any, that is not much larger and more populous, and should this road be

article of wheat an amount sufficient to pay the But I may be told by the opponents of the road that it is a Virginia road. I deny it. Why should we carry our coal to Virginia when she has coal much nearer? Why should we carry our flour and manufactured tobacco to Virginia when we have a better market in the eastern part of our own State? Should this road not be built we are then forced to go to Virginia. You will not permit us to make the connection between the North Carolina road and the Danville road so that we can go south and east via. the North Carolina Railroad to the best markers. In conclusion I ask the Senate to discard predudice and give to this bill a liberal vote. I have much other statistical information which I would be pleased to give the Senate, but I fear I have already wearied your patience. There is one other consideration why I think this bill should pass; it is that it will most effectually and forever quiet all fears of that much dreaded event, the connection with the Dan-

built it will save on the transpotation of the single

WAKE COUNTY COURT. This tribunal is in session the present week. On Monday, a number of gentlemen were qualified as Justices of the Peace, Constatransacted.

Anderson K. Clements was re-elected County Trustee; Hilliard Hudson, Register; the following gentlemen members of the Special Court, for the ensuing year, viz: Johnston Busbee, Chairman, W. R. Poole, Thos. G. Whitaker, A. Turner and James T. Marriott; and the following Superintendents of Common Schools, viz: Green Beckwith, Gaston Utley, John W. Rogers, W. W. Whitaker, J. M. Fleming, J. K. Debnam, Stephen Stephenson, N. G. Rand, W. D. Haywood and J. A. Hicks.

The following rates of taxation for county purposes were fixed upon: On each \$100 value of Real Estate, eighteen cents; on each Poll, fifty-seven cents; Parish and School tax, same as last year. An interesting case, under the License law, also came up before the Court, on Monday. The Board of Commissioners of the city for the last year, having granted recommendations to two applicants for license to retail spirituous liquors during the ensuing year, the newly elected Board rescinded the recommendations and brought the matter before the Court for determination. For the Commissioners, E. Cantwell, City Attorney, and Henry W. Miller, Esq.; for the applicants, George W. Haywood and A. M. Lewis, Esqra, and Quentin Busbee, Esq., (County Attorney.) The Court, by a nearly unanimous vote, declared the recommendation valid, and proceeded by grant matter according.

To the Voters of Rockingham County.

FELLOW-CITIZENS: Within a few days the Legisla ture will bring its session to a close, and we anticipate that event, in order to present you with a synopsis of such proceedings as most affect your interest and the welfare and character of the State,

The election of two United States Senators occupied the attention of the Legis'ature early in the session, and resulted in the selection of Governor Reid and the Hon. Asa Biggs, of Martin county. Governor Reid you know; and any culogy from us might be considered in bad taste; but in regard to Col. Biggs, we feel more freedom to speak; and it ffords us much pleasure to say, that we have known him long, and that he is a gentleman of high character, of great moral worth, and a statesman of enlarged experience and inflexible principles. D. W. Courts, of our county, was re-elected Public Treasurer; G. W. Brooks, of Person, was elected Comptroller; William Hill was re-elected Secretary of State, and the following gentlemen were elected Counsellors of State: William Badham, of Chowan; O. R. Kenan, of Duplin; Gen. M. T. Hawkins, of Warren; Gen. Benj. Trollinger, of Alamance; Owen D. Holmes, of Brunswick; Larkin Stowe, of Lincoln; and Dr. Samuel J. Love, of Haywood.

FREE SUFFRAGE. - This great principle which guarantees to every free white man, equaltiy at the ballot box, has again triumphed in defiance of its ene-

By the provisions of the Constitution, it must be affirmed at the next Assembly, and then be ratified

It will be a proud day for the patriot, when fifty thousand freemen shall cast off their manacles, and enjoy the right of voting for men of their choice, from the highest to the lowest officer of the govern-

The abrogation of the land qualification for Senate voters, has been resisted by some, under the delusion of danger to the land owner, and attempts are not unfrequently made, to create the impression that the Senate is based upon land qualification, when such is not the fact. The Senate is based upon taxation, and the House of Commons upon federal population. To remove the sophistry thrown around this question, it is only necessary to bear in mind a few facts; if you will look to the Constitution, it will be seen that the Senate is based upon taxation, of which the land comprises something less than a fifth part; for example: the tax paid into the Treasury in 1854, was \$227,363, of this amount \$42,463 was collected from land; from this statement you have the facts without an argument; and we submit whether the most skeptical might not abandon all fear, cease opposition, and join the friends of free

INTERNAL IMPROVEMENTS .- This subject which has occupied a large space in the public mind, and elicited much interest, was brought before the Legislature early in the session. Various plans were presented, embracing within their scope the wants of the centre, cast, west, north and south, affording to the industrious, enterprising citizens of the whole State, the means to develope their resources, and realize the advantages to follow therefrom.

But with deep mortification it becomes our painful duty to inform you, that our section of the State has been denied the advantages extended to others; and why has this been so? We pay largely more than our ratio of taxes, to support the government; and we believe the devotion and attachment of our people to their native State is not surpassed by any. Then why have we been thus treated, and our best interests paralyzed?

It is no part of our purpose to impugn the motives of others, but to appeal to the justice and intelligence of the country in behalf of our just rights. We have misjudged your opinions, if you will quietly submit to such great injustice. Under all the circumstances what must be our course? We say emphatically, never submit to such terms. Let your watchword be equal rights to all, and exclusive privileges to none; let your voices be raised as that of one man, to the citizens of the whole State, to do you justice; and we can but believe, that a firm. energetic, and united effort will be crowned with

FINANCES.—The State's indebtedness at the meeting of the present session was \$3,409,663, created principally for works of Internal Improvements. To finish those works already begun required large additional appropriations, one item alone to complete the North Carolina Railroad amounted to one million of dollars. Additional appropriations had to be made to complete the original projection of this great work and others of similar character. With the origin of these works we had nothing to do; as to their success, it will require time to determine.

However unpleasant it may be for you to pay taxes to accommodate other portions of the State, when you have been denied similar advantages, is not now the question. The honor and character of North Carolina is involved, and whatever may be the consequences, the bright escutcheon of our beloved State must not be tarnished.

REVENUE.-To meet the State's liability, an increase of the taxes has become indispensable. In arranging a system of finance efforts have been made to make it operate equally upon all. Sound policy requires, as well in regard to public as private matters, that those creating debts should provide the ways and means to pay them.

The present increase of revenue contemplates, not only to pay the interest on the present and prospective debt, but to provide a sinking fund to pay the principal when due or when it can be purchased to advantage. Half a million of old debt incurred by endorsing the bonds of the Raleigh and Gaston Railroad Company in 1840, on which we have been paying interest at the rate of thirty thousand dollars annually, will fall due in 1860. To permit that debt to fall due without providing some gradual means to meet it, or continue to borrow money and make a new debt to pay an old one, would not be the part

COMMON SCHOOLS.-The system is believed to be in a healthy and prosperous condition; and if the people would manifest more interest in its success. and watch over its progress, a new life would be infused into its practical operation, and its benefits realized by all classes of society.

The fund set apart for educational purposes, is \$1.539,860, which is vested in various stocks, now bearing interest. Last year the dividends and profits divided among the several Counties were \$180. 850, which has been divided between 2500 districts, averaging to a district about \$70, affording a School of four month's duration, and from 195,000 persons, between the ages of five and twenty one years, 150,000 are supposed to be enjoying the benefits of free Schools.

BANKS.-With the commencement of the session

there existed ten Banks and an authorized capital of

six millions two hundred thousand dollars. The Bank of the State and the Bank of Cape Fear have been rechartered with authority to increase their capital stock one million more; and two other Banks have been chartered—one at Wilmington and one at Fayetteville, with a capital of twelve hundred thousand dollars, and the capital of the Bank at Charlotte has been encreased two hundred thousand dollars. making the entire banking capital of the State \$8,to be required to afford commercial facilities to the country. The maximum point of banking is one of questionable propriety, but individual responsibility and a specie basis for banking is believed to be a great safeguard for a sound paper currency.

There are many other subjects that might be allu-ded to, but we are admonished that this circular is already extended to an unusual length, therefore we forbear to add more, except it be to thank you for the generous confidence reposed in us.

With assurances of high regard, Your ob't servants. GEO. D. BOYD. J. W. NEAL,

THOS. SETTLE. Raleigh, February 15, 1855.

KNOW-NOTHINGISM AND ABOUTIONISM. "The slavery questions first, and native American principles after-wards." "The North means to show to the South that she has the mastery, and will exert it!" Such were the platform and declaration laid down and made by the majority section of the know nothing element of the Massachsetts legislature, while the subject of postponing the election of U. S. Senator was under discussion. The supporters of Henry Wilson, who compose all the members of the house but some sixty; responded to these sentiments.

Many enquiries having been made with regard to the operations of the Female Tract Society of Raleigh, it was resolved, at their annual meeting, to send a copy of their Report to the Editors of the Standard and Register requesting the favor of an

e the North Carolina Standard

ANNUAL REPORT OF THE FEMALE TRACT SOCIETY OF RALEIGH.

One year has now elapsed since the formation of this Society for the distribution of Tracts in the City of Raleigh and vicinity, and we would here render our thankful acknowledgements to our Heavenly Father for his goodness to us in the prosecution of this work. Amidst the many changes of the past year the lives of the distributors have been spared not one has been removed by death, and with fer exceptions those who commesced the work in Peb. ruary, 1854, are at this time engaged in it. The cordiality and harmony subsisting among them is also a cause for gratitude; belonging to different denominations, they have laboured hand in hand, man. ifesting the power of that Gospel which makes all one in Christ Jesus.

During the year (comprising eleven months,) up. wards of 500 families have been visited monthly. and 7,247 Tracts have been placed in their hands besides 200 Children's Tracts presented at the beginning of the year.

We would gratefully seknowledge our indebted ness to the American Tract Society for a donation of 1,400 Tracts, containing 47,600 pages, with \$31 75. This sum added to the amount we have collected (\$58 36,) makes the cost of supplying the City of Raleigh \$90 25.

We would recommend the expediency of at once raising the money for the whole year, by appointing collectors in the several churches, who shall either by personal application or public collection endeavor to raise one hundred dollars for City ds-

Owing to the want of means we have been compelled to select Tracts of small size, and much less likely to interest the people than many larger ones. The Tracts have been (with few exceptions.) thankfully received, and appear to be read with in terest, in many cases being carefully preserved and sent to friends. We might report individual cases of good a complished by the Tracts—the thoughtless awakened—the christian comforted—the drunkard led to abandon the intoxicating cup-and the profane swearer his profanity. As we are liable to make mistakes in our estimate of any changes in our fellow-men, we prefer leaving the reality of these to be tested by Him who "searches the heart and tries the reins," only urging it upon the distributors as they carry these little books from door to door to send up the earnest cry to God that the seed sown in weakness may spring up and bear fruit an hundred fold. Of the number of children gathered into Sabbath Schools it is impossible to form any correct estimate; in many cases these only attend for a few Sabbaths and then absent themselves

The wants of some of the poor have been made known and relieved through the distributors. The jail has been regularly supplied by Dr. Lacy, who reports that the Tracts have been most thankfully received by the prisoners.

The thanks of this Society are due to the gentlemen who have assisted them in their work. To Mr. Crowder for his untiring activity in conducting the monthly meetings-in procuring the Tracts-collecting money to defray the expense, and also acting personally as a distributor. Also, to Messrs, Barbee, Brown, Porter and Young, for their efficient aid in supplying several districts.

In closing we would urge upon our fellow-laborers increased zeal and regularity in spreading abroad these little messengers of truth. "In the morning sow thy seed, and in the evening withhold not thy hand, for thou knowest not whether shall prosper, either this or that, or whether they both shall be alike good."

ANOTHER KNOW-NOTHING TRIUMPH. The progress of Know-Nothingism in the North is

a triumphal procession—a rapid and uninterrupted succession of inroads upon the constitution and of conquests in the interest of "freedom." A correspondent of the New York Tribune describes the late achievement of Know-Nothingism in this abrupt but impressive style: REJECTION OF MR. EDWARD G. LORING,

[Special Dispatch to the New York Tribune.] Boston, Friday, Feb. 16, 1855.

At a meeting of the Board of Overseers of Ilarvard College, in the Senate Chamber, yesterday afternoon, the nomination, by the Corporation, of Es-WARD GREELY LORING (of Burns memory) as Law Professor, was rejected without discussion, by a vote of twenty NATS to ten YEAS.

The following named gentlemen voted in favor of Mr. Loring: R. A. Chapman, the Rev. Dr. Gannett, Dr. Walker, President of the College; Mr. Andrews, Trea-

surer; R. C. Winthrop, John H. Clifford, S. D. Bradford, Dr. Blayden, Thomas Worcester, Emery Washburn. Gov. Gardner voted against Mr. Loring. Thus Kidnapping has been rebuked in conserva-

tive Harvard! There is great rejoicing in the city, and twenty guns are to be fired on the Common to-morrow. About three bushels of petitions have been pre-

sented to the Legislature in favor of Judge Loring's removal as Judge of Probate. So much for Buckingham.

Another dispatch says: "This is in consequence of Mr. Loring's acting as Commissioner in the rendition of the fugitive slave Burns, and in the view of some foreshadows of his removal from his Judgeship by the Legislature." Mr. Edward G Loring had been already victimiz-

ed by the invective of Theodore Parker; the Know-Nothings have consummated the outrage upon him, and through him opon the constitution and the conservative sentiment of the country. He is dismissed from a Professorship in Harvard University, and for the single offence of a faithful discharge of his duty as a judicial officer under the Federal Government. As United States Commissioner he affirmed the constitutionality of the Fugitive slave law, and with signal independence and resolution of character, remanded Anthony Burns to the custody of his master, amid the hootings and menaces of an infuriated mob. This was his only crime, but in the judgment of the Know-Nothings of Massachusetts, it was enough to disqualify him for public employment, and even to degrade him in the confidence of society. Henry J. Gardner, the Know-Nothing Governor of Massachusetts, presided at the Board of Proscription and signed the warrant of execution.

The attack on the independence of the Judiciary implied in this act strikes at the foundation of government, and appeals to the f:elings of the whole country. The outrage on the constitution in the person of an officer who was sworn to interpret the law according to reason and justice, is a matter of peculiar concern to the South, whose rights and interests are assailed by an act of unparalleled atrocity.

But the persecution is not to stop here. "Three bushels of petitions have been presented to the Legislature" for the removal of Mr. Loring from the office of Judge of Probate. When we recolled that this Legislature is exclusively Know-Nothing, and that it elected Henry Wilson to the Senate of the United States, we may confidently predict the issue of the prosecution against Judge Loring. "Off with his head" is the cry, and the Know-Nothing Legislature will display alacrity in the bloody work. Know-Nothingism will not tolerate an honest Judge in its presence. It imposes a penalty on judicial integrity. cial integrity, and attaches the stigma of crime to a in Mas achusetts talk of the rights of the South, until this reign of terror is at an end!

In connection with the dismissal of Judge Lor-ing, we may mention the fact that James Russell Lowell, the Poet-Laureate of Abolitionism, has been appointed to a Professorship in Harvard University. The walks of science are not secure from the tread of treason; the Muses are violated by the foul em-brace of Know-Nothingism! Is there a Virginian at Harvard College? Maybe some promising disciple of Know-Nothingism: Rich, Enquirer.

We learn from a gentleman recently from the up country, that George Davis, Esq., of this town, has accepted an invitation to deliver the usual annual address before the two Literary Societies of Chapel Hill, at the Commencement, in June next.